

EVERYBODY PADDLE.

The forthcoming annual meet of the American Canoe association is anticipated with unusual eagerness by the members, for the occasion will be put forth to render it an occasion of more than ordinary significance. Upon the 2d of August, 1922, the association will complete the first twelve years of its existence. Pessimists might undertake to say that it was organized under an inauspicious, for the original combination of canoeists numbered just thirteen votaries of the sport, when they assembled at Crossbush, Lake George, August 3, 1890. It was a memorable occasion, for it proved the starting point of a highly successful scheme which has developed into a permanent and national organization.

The twelfth anniversary of the association will be celebrated at Willaborough Point, on Lake Champlain, upon August 4, the same place of meeting as last year. Apart from its advantages as a rendezvous for canoeists, the breezy yet comparatively smooth waters of Lake Champlain, widening out from its high rocky shore, Willaborough Point camp possesses a constant charm for the stranger, for its immediate and more distant surroundings include the scenery of Lake George and the Adirondacks. It is easily reached by a journey of about eight miles from Burlington, Vt., and is six miles from Willaborough station, on the Delaware & Hudson railroad. A bay about one mile wide lies on the west side of the point. The camping ground itself is of solitary location, and the canoeists will establish themselves in the most approved style under canvas.

There is a certain historic romance attaching to the pastime of canoeing in America which invests the sport with a peculiar interest. It carries us back to the days when primeval forests darkly fringed the silent depths or rushing eddies of our mighty streams, and the intrepid Indian guided with unerring hand the course of his frail and faithful craft, dexterously wielding the paddle from side to side, while the



WILLABOROUGH POINT.

dripping water fell glittering from its blade. In our own time what to the Indian was practically a part of the routine of his daily existence has survived as a favorite recreation for leisured moments. Year by year the great army of canoeists grows larger and larger, and the annual reunions are attended by greater and more enthusiastic crowds.

Many new features are expected this year in the matter of canoe design and construction, and great secrecy has been maintained regarding details. I am enabled, however, to present to the reader an illustration of an innovation in the construction hitherto most familiar which will doubtless be seen in use at Willaborough. This is the invention of Mr. Homan D. Murphy, the well-known Boston votary of aquatic sports. The keel is laid in cedar and the gunwale constructed of ash. The streaks, within about six inches from the keel, are also of cedar, and the remainder composed of galvanized rubber cloth drawn tightly over rods of light steel. It is claimed that the object commonly sought to be attained by the ordinary overlapping seams of a boat in regulating its action on the water will be attained in an equally satisfactory manner by the rubber substitute for the usual wood. Portability and lightness are also claimed for the invention, which is not intended for racing or heavy work, but for easy, short pleasure trips upon familiar waters. The critics do not favor the idea, and have all but pronounced it impracticable. The result, however, cannot be judged until the new boat has had a fair trial. The length from stem to stern is fourteen feet and the breadth of beam thirty-two inches.

The interest generally felt regarding the racing capabilities of new styles of craft will attach considerable importance to the different events at Willaborough. Sailing of canoes, when first inaugurated, was considered quite a remarkable departure, for it had been previously thought that the successful



THIS YEAR'S FAVORITE CANOE.

management of the tiny boats by use of the legitimate paddle was a sufficient test of seamanship; and in the beginning very small sails were alone experimented with. But the canoeist has outgrown all this until at present the size of the sail is commensurate with the navigator's increase of skill in handling it. Now the sail in popular use extends along the gunwale to windward and abast has been called into requisition as a necessary accompaniment to the increase in sail area. Sailing canoes were naturally suggested for sail canoes; their introduction was nearly simultaneous with a steady reduction in the size of cockpit, and it is said that the prevailing style of the new boats will be distinguished by a cockpit area of four feet and watertight bulkheads fore and aft. Centerboards, either plate or folding, are in use, preferably constructed of brass plate; tail steel masts are favored, with legs of mutton sails, but of course everyone has his own personal fad guiding him in the matter of rig.

What can be more thrilling or adventurous in the line of aquatic sport than tempting the winds and waters in the little ship with its snowy strip of canvas bellying to the breeze? Eternal vigilance is truly the price of safety and the skipper must exercise a lightning rapidity of movement and an unhesitating judgment in altering the position of his sail. The wind is treacherous—brain and hand must be ever on the alert to

guard against mishaps or catastrophes.

The principal officers of the American Canoe association for 1922 are C. V. Winne, commodore, and W. B. Wackerhagen, secretary-treasurer, both of Albany, N. Y.; vice commodore, of the central division, E. L. French, of Buffalo, N. Y.; of the eastern division, J. W. Cartwright, of Boston, Mass.; of the northern division, D. B. Jacques, of Toronto, Can., and of the Atlantic division, L. V. Sweeney, of New York. Chairman of the regatta committee, R. W. Gibson; of the camp site committee, W. K. Huntington; and of the transportation committee, I. V. Dorland. The signal officer is Dr. George L. Parmelee; fleet



THE RAPIDS NEAR WILLABOROUGH.

surgeon, Dr. J. W. Nellis; official photographer, S. R. Stoddard; clerk of the course, G. P. Douglas. Members can arrive at the camp by different routes. The Delaware and Hudson Company affords transportation from New York and from Albany, both of passengers and freight. The return fare from the former is \$10.39, and from the latter \$5.20. Albany is reached from New York by the night boat at a cost of \$1.50. The Lake Champlain Transportation Company makes regular connections between the camp and Burlington, Vt., with its steamers, the Chateaugay and Vermont. The latter boat's course is via Ticonderoga, and affords a trip through Lake George en route. Visitors from Montreal, on the other hand, connect with Burlington, Kent or Ticonderoga by the Delaware and Hudson Railroad Company, and from thence their tickets carry them per the Champlain steamers to the camp.

The American Canoe association have pitched their camp on the north end of Willaborough Point on ground which they practically obtain free. The land here is rocky and elevated towards the lake shore, clear in the foreground and wooded further back. On the well-shaded eastern lake shore is to be stationed the ladies' camp, to which will be allotted a portion of the shore line. Indian bay is in the vicinity, and here the cliffs are high, affording a lookout over both camp and course. It was on this spot that the tents were pitched last year, but the site has been abandoned for the southern shore of Indian bay, where both shade and open camping ground are obtainable, and there the men's quarters will be established.

Regular events on the regatta programme comprise combination paddling and sailing races and paddling and sailing races only. One race of the former and one each of the latter class constitute the record races. Also trophy paddling, paddling, unlimited sailing race, novice sailing race, sailing club race and cruising race. Additional events are: Pudding war canoe race, paddling tandem, sailing upset, paddling upset, hurry scurry and gymnastics. The sailing race for the Peewee cup will be four and one-half miles, no limit to the rig or ballast, and the time limit two hours. For this race the trophy winner is barred. So much for the proposed programme of the American Canoe association's general proceedings during their thirteenth annual meet. Everything points to a successful realization of the committee's plans and the members' hopes. A large attendance, fine weather and sportsmanlike performances, these are the three things requisite, and we may predict with a reasonable degree of confidence that they will all be forthcoming and combine to form a perfect reunion.

DAVID WICKLER.

Thomas Batte, editor of the Graphic, Texarkana, Ark., has found what he believes to be the best remedy in existence for the flux. His experience is well worth remembering. He says: "Last summer I had a very severe attack of flux. I tried almost every known remedy, none giving relief. Chamberlain's Colic, Cholera and Diarrhoea Remedy was recommended to me. I purchased a bottle and received almost immediate relief. I continued to use the medicine and was entirely cured. I take pleasure in recommending this remedy to any person suffering with such a disease, as in my opinion it is the best medicine in existence." 25 and 50 cent bottles for sale by F. J. Warburg, Druggist, No. 38 Monroe street.

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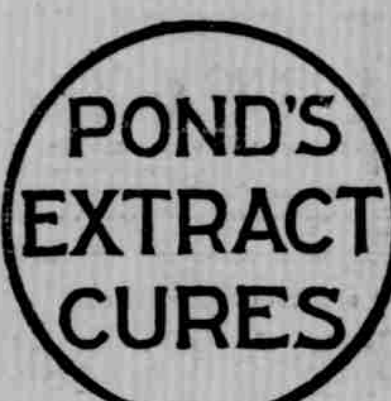


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